

## STATE ROUTE 127 INYO COUNTY

### General Route Information

- Total route length in District 9 is 49.42 miles.
- Segment 1: PM 0.00/14.75 San Bernadino/Inyo County Line to SR178 East in Shoshone
- Segment 2: PM 14.75/16.43 SR178 East in Shoshone to SR178 West, North of Shoshone
- Segment 3: PM 16.43/42.15 SR178 West, N. of Shoshone to SR190 at Death Valley Junction
- Segment 2: PM 42.15/49.42 SR190 at Death Valley Junction to Nevada State Line
- Route provides link between California and Nevada.
- Major access road to Death Valley National Park.
- Interregional and recreational travel are primary uses.
- 2-lane undivided conventional highway
- No access control
- Rural Minor Arterial
- Primary System
- Part of Interregional Road System
- Part of Freeway and Expressway System
- Eligible as State Scenic Highway but not designated
- Part of California State Highways Truck Network and designated as Terminal Access Route
- Not included in the Subsystem of Highways for the movement of Extra-Legal Permit Loads (SHELL) system; nor AB 866 or the Federal Highway Administration designate this route suitable for larger trucks.
- SR 190, State Line Road
- No passing lanes
- No right/left turn lanes
- No HOV lanes
- Rolling Terrain
- Posted Speed: 60mph
- No Special Features
- Surface type-"H" AC base and surface (at least 3" thick; there are exceptional areas with 12" thick AC)
- Outside Shoulder 8ft-treated with pavement as follows

Width (m)	0	0.3	0.6	1.2	2.4
Length (km)	21.24	19.31	37.66	1.45	0.16
% of Total	27	24	47	2	NA

- Inside Shoulder: 0
- Sight restriction: 12%

- Right of way: Varies from 30.5m to 122m
- Traveled Way 24ft
- Class 3 route (lowest priority) maintain only (keep route open and in safe operating condition).
- No capital or operating improvements planned through 2015

### **Roadway Conditions:**

- Hwy Capacity Rating
  - 1997: "A" (except through small areas of Shoshone and Death Valley Junction)
  - 2015: "B" (Segment 1), "A" (Other segments)
- Number of travel lanes 2
- Width of travel lanes 12 to 14ft (mostly 12ft)
- Width of emergency parking lanes none, except a few intermittent gravel areas
- Left and right turn lanes none
- Divided highway segments none
- General pavement conditions deflection levels exceeded tolerable levels in 1995  
some pavement cracking-no shoulders-trucks can cause damage if they run on the edge of the pavement
- Truck weight and size restrictions? no weight restrictions-a high route-needs 1 pilot car for Loads over 10ft, 2 pilot cars for loads over 12ft
- Steep grades Route elevation rises at Ibex Pass (Inyo/San BDO Co Ln) to 2090 ft.  
  
Grades: under 3%: 98%  
3% to 6%: 1%  
over 6%: 1%
- Sharp curves Numerous horizontal curves have posted advisory speeds ranging between 25 and 50 mph. (8 50mph, 2 40mph, 1 35mph, 1 25mph)

### **Traffic and Safety Conditions**

- Traffic Counts by vehicle classifications

#### Annual Average AADT:

	Segment1	Segment2	Segment3	Segment4
1995	900	400	300	600
2015	1100	500	400	700

Between mid-December 1994 and the end of December 1995, machine vehicle counts were collected by District 9 to determine vehicle mix on SR127. 309,332 vehicles were counted. 82% were passenger vehicles, 11% were trucks, 6% were RVs and 1% were buses.

- Accident statistics for past three years/types of accidents

7/1/96-6/30/99: 26 accidents, 0 fatalities, 20 injuries  
14 hit objects, 8 overturns, 4 other

Types of vehicles involved: 14 passenger cars, 2 truck/tractor w/trailer, 8 pickup/panel trucks,  
1 school bus, 1 truck/tractor w/tank trailer, emergency vehicle

Actual accident rate: .82 per million vehicle miles of travel

Average statewide rate for similar facilities in same period: 1.62 per MVM

- Seasonal weather conditions-months likely to affect commercial truck operations

Route is subject to flash flooding/wind/high summer temperatures (over 100 degrees not uncommon)

- Proposed construction activities resulting in lane closures

None except cyclical maintenance

### **Special Operating Conditions**

- Restriction of route for hazardous material

Questions on hazardous waste should be directed to CHP 916-327-3310

- Time of day or week restrictions on hazardous material shipments

Questions on hazardous waste should be directed to CHP 916-327-3310

- Dates of special events which would cause significant traffic congestion

Death Valley 49er's Annual Encampment – second week in November

Thanksgiving and President's Day brings thousands of people to the Dumont Dunes area  
For organized sand drags and hill climbs.

Recreational peaks in spring and fall

- Tourist and special commuter conditions

### **Vehicle Operating Considerations**

- Driver services: fuel, food repair and rest facilities

Shoshone: gas station/convenience store, post office, medical clinic, cafe. Additional facilities are in Death Valley National Park at Furnace Creek and Stovepipe Wells – small convenience/general stores, gas stations, campgrounds, dining facilities, golf course. At Nevada border fuel/convenience store, hotel, saloon.

- No reststop facilities in District 9 region.
- There are no call boxes all along the route in Inyo County.
- Communications dead spots

Some cellular phones may be beyond operating range.  
Spotty radio communications reception (PM 0-10, 44-49).

- Emergency response and recovery services

Local fire, police and ambulance services in Baker. Towing services are capable of clearing semi-trucks and trailer rigs, motor homes and tour busses.

#### **Other Factors**

- Residential development within half mile of roadway

Residential housing mostly in Shoshone. Remainder of route traverses mostly public land.

- Population per square mile

Population of Shoshone is about 100. Between Baker and Shoshone, mostly remote BLM land.

- Schools , hospitals, convention and large meeting facilities

One school in Shoshone  
One medical clinic in Shoshone

- Other factors effecting normal operation of a combination commercial vehicle

Desert route is subject to flash flooding, wind and extreme summer temperatures. After a recent September storm, several areas had to be cleared of a large amount of debris washed onto the roadway. Road closures are common about every two years. Two dry river crossings have a gauge for drivers to see how much water is covering the roadway during/after storm events.